

ST. NAZAIRE SENDS 10,000 BACK HOME; PAPER WORK HUMS

Christmas Day Sees
Transports Well on Way
Westward

CLERICAL DETAILS GALORE

G.H.Q. Bulletin and G.O. Give In-
structions on Records Still
to Be Cleaned Up

Christmas week saw thousands of American soldiers sail for home. Christmas Day itself found thousands of them on the high seas, with the prows of their ships, if not gaudily, lit with transports pointing their noses at the setting sun. The port of St. Nazaire alone was the scene of embarkation of 10,000 troops, the largest number that have yet set out westward from the landing place of the first expedition a year ago June.

At the same time, G.H.Q. has made public in two announcements a long series of instructions, the import of which is "Hurry up that paper work." One of these, Bulletin 59, begins with this statement, so important that it is printed in capital letters:

Organization commanders serving with the American Expeditionary Forces in Europe whose organizations are not scheduled to return to the United States within two months of the date of this bulletin are authorized to suspend action until their arrival in the United States.

Lots of Paper Work Details
The bulletin outlines in detail the steps necessary to clear up questions of allotments, insurance, service record notations, new forms, court martial charges and a mass of other details.

The second announcement, G.O. 224, is concerned with terms for the monthly return issued by the Adjutant General and systems of recording data for companies, regiments, headquarters, posts, camps, divisions, departments, corps and armies.

Meanwhile paper work and all sailings for home continue. The steamers Ryndam and Princess Matoka carried most of the troops which formed St. Nazaire's record. The homegoers were about evenly divided between wounded and combatants.

The steamer Antigone took 2,500 men, members of Artillery and Aviation units, including many aviators who had been in France since June, 1917. Among the Princess Matoka's passengers was Col. J. N. Goodwyn, Stevedore chief of St. Nazaire. Colonel Goodwyn suffered a complete nervous breakdown following the furious activity of the port since the arrival of the first expedition.

Sailings from Brest included the steamer George Washington, which brought President Wilson to France. She left with troops two days after her arrival.

Meeting steamers are getting great receptions on the other side. New York tooted sirens and whistles in regular armistice style when the Mauretania docked recently with troops from England.

General Staff Officers Arrive
The machinery relative to the departure of troops from St. Nazaire will be supervised by two General Staff officers, who have just been sent to the port by Gen. Pershing. These officers are Lt. Col. C. Burnett and Lt. Col. J. J. Johnson, the former being senior officer and Chief of Staff, G.I., for St. Nazaire.

They have just located in St. Nazaire and established an office in base headquarters. They will have entire charge, under the Commander-in-Chief, of the billeting of troops at St. Nazaire, pending their sailing.

For each thousand men who return to the United States the following Y.M.C.A. supplies will be put on the transport:

One motion picture machine, 20 reels, one or two Victrolas, one folding organ, 300 song sheets, six rope quilts, 75 checkers, 50 sets of dominoes, five sets of chess, some musical instruments, jazz band, one stereopticon and slides, four boxing gloves and medicine ball.

Five thousand sheets of writing paper, two quarts fountain pen ink, two gross pens, two gross pencils, one jar paste, 2,000 postcards, four gross gormidical soap, two blackboards, one gross buttons, one-half gross needles, one-half gross thread, telegraph blanks, General Foch's message, two Y.M.C.A. banners.

Five cases A.L.A. books, 100 magazines, 125 "Stars and Stripes," 130 "Association Men," educational pamphlets, 100 song books, 100 New Testaments, 10 Bibles, 40 Bibles, 40 Bibles, "decision cards," Y membership tickets, religious pamphlets.

For the sick and wounded, one case lemons on each transport, and more on the transports for wounded, three gross bouillon tubes, chocolate, cigarettes, enos salts, chewing gum, lemon drops.

THE SERGEANT AND TINY TIM

Ever since the sergeant was five years old he had observed Christmas Day by reading Dickens' "The Christmas Carol." It began when he used to hear his father read it aloud under the evening lamp and continued when he could lie in front of the fire and spell the words out for himself. He might forget this tribal custom till Christmas came, but there was the book always at hand on the shelf. This until Christmas approached in 1917, and he found himself in Brittany with December waning fast and not a sign of a copy in the outfit nor a trace of a translation in the little village. Then, by a freak of circumstance, he found himself shifted just before Christmas to Paris, and, slipping down to one of the shops on the Rue de Rivoli, he possessed himself of the sacred book.

Now he is on the Rhine. There started him in the face the prospect of having to read the Christmas story in Germany. It was bad enough to start out like this: "Marley was tot, damit wullen wir anfangen." It was worse to discover that: "Der alte Marley war so tot wie ein Toten." The last straw was to hear Tiny Tim give this heathenish benediction: "Gott segne jeden von uns."

But it had to be gone through with. As for the rest of Herr Dickens, it can wait till we get home. The sergeant has no mind to peruse "The Pickwickian" for instance. Think of having to sit quietly when Sam Weller is made to say "Ganz recht." Instead of "Very well, sir!"

LUXEMBOURG TAKES A LAST LOOK AT THEM



The tail end of the German invasion trailing home through the capital of the little duchy just ahead of the vanguard of the Third American Army.

BAGGAGE WILL BE RETURNED TO U.S. ALONG WITH OWNER

Effort to Have Soldier and
Property Sail on Same
Transport

SPECIAL SERVICE FORMED

Gievres Depot Alone Has 250,000
Barrack Bags Belonging to En-
listed Personnel of A.E.F.

Although there are several million trunks and barrack bags in France belonging to officers and men of the A.E.F., and hundreds of thousands of pieces of baggage are in storage at places distant from the stations of its owners, practically all baggage will be returned to the States at the same time as its owner goes, and, so far as practicable, on the same boat.

This is the announcement of the Baggage Service, newly formed as a part of the Q.M.C., which has started to collect complete information on all the baggage of members of the A.E.F.

The Baggage Service expects to identify and cause the return to owners or their relatives of thousands of pieces of unclaimed baggage, in both Army and private storage.

As a part of its task, the Baggage Service will take care of 250,000 barrack bags belonging to enlisted men and 25,000 pieces of officers' baggage, mostly trunks, now in storage at the baggage depot at Gievres. This represents roughly 15 per cent of the Army's personal baggage in France.

Baggage in Private Storage
Collection of baggage in private storage will be one of the hardest parts of the new work. Every large hotel in Paris and at many other American centers is jammed with luggage of officers, much of it incompletely labeled. In addition, one American express company has more than 10,000 pieces stored in France, and an English concern is caring for 18,000. Authority has been asked to permit the Baggage Service to take charge of unclaimed baggage in private storage, to pay charges accumulated and to hold the baggage subject to collection of such charges paid.

One thousand carloads of baggage belonging to American divisions which landed at channel ports, Le Havre particularly, are now on railroad sidings in the district near Calais.

The baggage near Calais, as well as at many other points, accumulated when the United States began its speeding up of troops policy last spring. In many cases divisions moved so rapidly to the front and have moved so often since that their baggage has never since overtaken them. During the whole series of gigantic campaigns of summer and fall, baggage transportation facilities were decidedly impaired.

Information Is Sought
Official requests have been forwarded to zone majors, town majors, hospital commanding officers and other officers in charge of districts or units where baggage is stored asking that information concerning all such baggage may be forwarded to the Baggage Service.

Hospitals are also asked to report on the location of the baggage of all sick and wounded men now patients, so that this baggage may be collected and available when the patients return to the United States.

The Graves Registration Service is co-operating with the new Baggage Service to insure return to their relatives in the States of the baggage of soldiers listed as dead. All casualty lists are checked and verified. The Effects Bureau of the G.R.S. at St. Nazaire lists all property of deceased soldiers and turns it over to the Baggage Service for disposition.

Under the terms of G.O. 62, Hq. S.O.S., the Baggage Service will establish depots and shipping points for baggage at base ports and inland points in France, and a central storage and distributing point in the United States. A central baggage office has been established at Gievres, and will handle all inquiries from officers and men.

Baggage of officers and men belonging to an organization ordered to return to the States will be collected and shipped to the organization when called for by the organization commander. Casualties ordered to return to the States will arrange with the Central Baggage Office, A.P.O. 713, for the collection and shipment of their baggage. Other owners of baggage not coming in the two foregoing classifications are expected to write to the Central Baggage Office, designating the location and disposition of their property.

Unidentified baggage in A.E.F. storage will be opened under the supervision of a commissioned officer of the

IF YOUR BAGGAGE IS LOST

All members of the A.E.F. in doubt as to the whereabouts of their baggage are asked to communicate with the Baggage Service, Gievres (A.P.O. 713), giving name, rank, original and present organization, complete description of articles and telling when and where the baggage was last seen or heard of.

Any officer or enlisted man in custody of baggage and uncertain as to its disposition is asked to notify the Baggage Service, also.

Baggage Service to ascertain the name of the owner.

All the 250,000 barrack bags stored at Gievres already have been opened and all government property in them removed as salvage.

Lost Baggage Bureau

It is emphasized, however, that the Lost Baggage Bureau, D.G.T., will continue to operate insofar as baggage lost in transit by rail or water is concerned. Such baggage remaining undelivered after a period of one month will be transferred to the Baggage Service (Q.M.C.). The Lost Baggage Bureau will constantly inform the Central Baggage Service of the baggage in possession of the former.

In general, the new Baggage Service will have complete charge of baggage arrangements, which hitherto have varied widely with different organizations. In addition to the baggage stored at Gievres, many divisions had maintained district dumps, and there are numerous baggage stores of organizations at base ports.

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CLOTHES DO NOT MAKE THE SOLDIER

But They Do Make a Lot of
Difference to Women,
Even in War

They're all the same, the women, the world over, and even in this man's war. Witness, for instance, the little feminine flurry that nearly added gray hairs to the military chiefs holding forth at the American Salvage depot at Tours. Clothes did it—as usual.

There came from some mysterious sources a few thousand yards of cream white cloth. It was the drill and it may not. It isn't canvas or silk or gingham. That much is certain to the very lay, masculine mind. Moreover, it wasn't O.D., nor anything resembling military fish, flesh or good red herring expressed in terms of Army clothing.

What to do with it? That, as Mr. Hamlet once succinctly pointed out, was the question.

And then from some mysterious, forgotten corner of the mind the idea leaped forth—and it was the idea of a genius—that the stuff might be made over into natty, cute, becoming uniforms for the women in the clothing department. Fine! The thing was done. But—

There were whisperings, faint but mighty, at the colonel's office door. There were protests, tales of slighting, as if some one might be sore.

Why be partial, echoes echoed, why not give us all a hood?

And the colonel, ever watchful, heard—and smiled—and understood.

And that's why all the women at the American Salvage Depot at Tours are going to get those nifty uniforms.

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